

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 16863, 三十六百八千大萬一第一 日四初月四年子壬 HONGKONG, MONDAY, MAY 20TH, 1912. 一拜禮 號十二月五年二十百九十一英港香

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INTIMATIONS  
THE  
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PRICE \$60.  
A PERFECT MUSICAL  
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PORTLAND CEMENT  
In Casks 375 lbs. net.  
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SHewan, TOME & CO.,  
General Managers,  
Hongkong, 29th April, 1906.

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By popular English Manufacturers. In all  
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SHOTS. From No. 10 to SSSG. at 16, 37  
and 75 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.

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TERMS VERY MODERATE  
Consultation Free.  
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TIME TABLE.  
WEEK DAYS.  
8:00 a.m. Every 15 minutes.  
8:00 a.m. to 10:00 a.m. Every 10 minutes.  
10:00 a.m. to 11:00 a.m. Every 15 minutes.  
11:30 a.m. to 12:45 p.m. Every 15 minutes.  
12:45 p.m. to 1:15 p.m. Every 10 minutes.  
1:15 p.m. to 1:45 p.m. Every 15 minutes.  
1:45 p.m. to 2:15 p.m. Every 10 minutes.  
2:15 p.m. to 5:00 p.m. Every 15 minutes.  
5:00 p.m. to 8:10 p.m. Every 10 minutes.  
NIGHT CARS.  
45 p.m. and 9:00 p.m. 4:45 to 11:30 p.m.  
every 15 minutes.  
SUNDAYS.  
7:30 a.m. to 10:30 a.m. Every 15 minutes.  
10:30 a.m. to 11:00 a.m. Every 10 minutes.  
11:45 a.m. to 12:30 p.m. Every 15 minutes.  
12:30 Noon to 1:00 p.m. Every 10 minutes.  
1:00 p.m. to 5:00 p.m. Every 15 minutes.  
5:00 p.m. to 6:00 p.m. Every 10 minutes.  
6:00 p.m. to 7:00 p.m. Every 15 minutes.  
7:00 p.m. to 8:30 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cart 11:45 p.m.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Building, Des  
Voeux Road Central.

JOHN D. HUMPHREYS & SON  
General Managers.

Hongkong, 16th June 1911.

527

## KUPPER'S BEER.

THE LEADING BEER IN THE FAR EAST.

SOLE AGENTS:-

CALDBECK,  
MACGREGOR & CO..

## MITSUBISHI DOCKYARD AND ENGINE WORKS.

Al. ABC, Western Union, and Engineering Code used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Condensers, Stone's Manganese Bronze,  
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AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.  
3 Dry Docks [No. 1] 510 ft. 77 ft. 26 ft.  
[No. 2] 350 ft. 53 ft. 24 ft.  
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1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OUEBA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

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Lifting Power No. 1 7,000 Tons. No. 2 12,000 Tons.  
Max. Length of Ship taken in 460 Feet. 520 Feet.

Breadth " 55 " 66 "  
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

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## S.M.R.

SOUTH MANCHURIA RAILWAY.  


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THE FAR EAST AND EUROPE, VIA DAIBEN.

LONDON TO SHANGHAI  
IN 15 DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified surgeon on board) leave the S.M.R. Whampoo Wharf, Shanghai, every Sunday and Thursday, connecting with the S.M.R. Express Train Service leaving Daiben every Sunday, Wednesday and Friday, in conjunction with the Trans-Siberian Express Service at Changchun.

Steamer Fares:—Single \$40; return (available for 3 months), \$64.

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Tickets and information at all the Offices of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO. and Messrs. THOS. COOK & SON; the NIPPON YUSEN KAISHA, Shanghai; and REISEBUREAU DER HAMBURG AMERIKA LINIE, or direct from

SOUTH MANCHURIA RAILWAY CO., DAIBEN.

Tel. Add.: "MANTEZU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL  
THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Newchwang, Port Arthur and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

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\$1.75 each or 3 for \$5.00.

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The Unholy Estate, Douglas Sladen.  
The Matador of the Five Towns, Arnold Bennett.  
The Doctor, Mary Dickens.  
Initials Only, Anna Katherine Green.  
Yellowlands, Adam Whyte.

The River of Unrest, Bertram Mitford.

Her Sacrifice, Arthur Appin.  
Anna Streiff, Low Lather.

The Snake, Inglin Powell.

A Fiery Land Forlorn, Mrs. Penrose.

The Heart of Delilah, C. Wilson.

A Son of Perdition, Fergus Hume.

Marjorie Stevens, Taubman-Goldie.

Esther Agnes Jacobs.

The Shadow of Neama, Lady Bancroft.

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J. H. TAGGART, Manager.

## HOTELS

### HONGKONG HOTEL

Recently Refurnished and Redecorated.  
Large airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
Suites de Luxe.  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
A LA CARTE GRILL ROOM.  
J. H. TAGGART, Manager.

### KING EDWARD HOTEL

TELEPHONE NO. 373.  
TELEGRAPHIC ADDRESS—"VICTORIA."  
Under Entirely New Management.  
Thoroughly Renovated.  
Terms Moderate.  
Excellent Cuisine.  
H. HAYNES, Manager.  
Hongkong, 4th January, 1912. [157]

### GRAND HOTEL

QUEEN'S ROAD CENTRAL.  
A FIRST CLASS AND UP-TO-DATE  
HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and airy rooms, Hot, Cold, and Shower Baths, Electric Light throughout and Fans. Large and comfortable lounge, Private and Public Bars and Billiard Room. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families, on application to

FREDERICK REICHMANN, Proprietor.

Tele. Number of J. H. IVONS (Trocafe) leading Cafeteria in London, and GRAND ORIENTAL HOTEL, Colombo.

TELEPHONE NO. 197.  
TELEGRAPHIC ADDRESS "COMFORT."  
Hongkong, 1st September, 1910. [158]

### "BRAESIDE."

PRIVATE HOTEL.  
STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and well furnished rooms, every room comfort fine view of the Harbour. Telephone No. 690.  
Apply to—Mrs. F. W. VATTIS, "Braeside," 20, Macdonald Road, Hongkong, 4th December, 1907. [157]

### VICTORIA HOTEL

SHAMEN-CANTON.  
TELEGRAPHIC ADDRESS—"VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL  
MACAO.  
Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTER OF PRATA GRANDE.  
Both Hotels electrically lighted, and under experienced European Supervision.  
GUIDES AND CHAUFFEUR PROVIDED.  
Every information and special attention given to tourists.  
REASONABLE RATES.  
WM. FARMER, Proprietor.

### ROYAL GEORGE HOTEL

HAIPHONG ROAD, KOWLOON.  
A FIRST CLASS FAMILY RESIDENTIAL and TOURISTS HOTEL thoroughly renovated and excellently furnished.  
Each Room with Shower to every Room. Electric Light throughout and Electric Fans to order for every Room. 5 minutes' walk from Ferry Wharf and Kowloon-Canton Railway Station.  
Terms per day per month.  
Single Person \$3 to \$5. \$65 to \$95.  
Married Couples \$5 to \$8 \$10 to \$15.  
M. J. NATHAN, Manager.  
Formerly of the Palace Hotel, Shanghai, Kowloon, 25th April, 1912. [156]

### A LING & CO.

19, QUEEN'S ROAD CENTRAL.  
FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [156]

## WEISMANN, LTD.

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### CONFECTIERS.

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14, DES VOUX ROAD, CENTRAL.

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## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## HONGKONG UNIVERSITY PROSPECTS.

LONDON, May 19th.

At a banquet given by the Royal Colonial Institute Sir Frederick Lugard said the possibilities for Hongkong University were very great and he believed it would secure the predominance of the English language throughout the Far East.

## A MEDICAL APPOINTMENT.

LONDON, May 19th.

Sir David Bruce has been specially promoted Surgeon-General for his services in the cause of science.

## SHAMEEN MUNICIPAL COUNCIL.

Following are minutes of a Committee meeting held on the 16th May. Present: Messrs. T. E. Griffith, O. V. Lanning, R. C. Martin and the Secretary Mr. F. R. J. Adams, the Council's Engineer, also attended.

## SHAMEEN WATER SCHEME.

The Chairman stated that the meeting had been called to consider the tenders for the water tank and tower and other steel work.

Mr. Adams' then placed before the Council designs and tenders from the following firms:

Messrs. Arnhold, Kurberg & Co.  
" Arndt & Co.  
" W. S. Bailey & Co., Ltd.  
" Carlowitz & Co.  
" Dodwell & Co., Ltd.  
" Jardine, Matheson & Co., Ltd.  
" J. Pollock, Sons & Co., Ltd.  
" Siemens & Co.  
" Shawan, Tones & Co.  
" Taikoo Dock Co.

After carefully considering the various designs submitted, the Council accepted that of Messrs. Jas. Pollock, Sons & Co., Ltd., as being the cheapest and most suitable design.

The question of circulating the tenders among the firms tendering was raised, to which the Chairman replied that he was not in favour of circulating them. Any firm which had tendered could see them at the office of the Engineers.

Referring to the question of the position of the jetty, the Chairman said he had inspected the different sites proposed, and in his opinion, and that of the Harbour Authorities, the best site for the jetty was that originally advised by the Engineers, viz., a few feet East of the Consular steps.

The Chairman then stated that the Harbour Authorities, before giving definite permission for the erection of the jetty, required a plan showing the overall dimensions. The Engineers had, therefore, prepared three designs, which were now placed before the meeting for the Council's consideration.

After a general discussion Mr. Admire proposed and Mr. Lanning seconded that design B be accepted.

The Engineers were thereupon instructed to prepare plans of same for submission to the Harbour Authorities and after receiving their permission for erection to call for tenders for the supply of the necessary steelwork.

This is the last tender necessary to complete the whole water works scheme, and it is expected that the entire construction would be completed and water supply available by January, 1913.

## LOCAL SPORT.

## LAWN BOWLS.

## KOWLOON v. POLICE.

This league match resulted in a win for the Police by ten points. Throughout the greater part of the game the substantial lead held by Russell's rink looked as if it would secure victory for the home team, the more so as the other opposing rinks were keeping very even. However, Henderson's rink and Edwards' rink fell away at the concluding heads and a keenly contested match ended in a victory for the visitors. Scores:

KOWLOON	POLICE	
A. Milroy	W. Gerrard	
L. Guy	W. Spillet	
S. Gray	K. McLennan	
G. R. Edwards	D. McHardy	
(skip) .....	10 (skip) .....	23
R. Hunter	J. Grant	
J. Allen	D. Gourlay	
G. Haxton	W. Withers	
J. M. Henderson	W. Pitt	
(skip) .....	13 (skip) .....	22
W. Taylor	W. Stuart	
R. Hall	A. Clark	
A. Ramsay	R. Fenton	
W. Russell	W. Cameron	
(skip) .....	29 (skip) .....	17
		52
		62

## CIVIL SERVICE v. TAIKOO.

In this League match victory also went to the visitors, Taikoo winning by 21 points.

## LEAGUE TABLE.

	P.	W.	L.	D.	Pts.
Police .....	2	2	0	0	4
Taiwoo .....	2	2	0	0	4
Kowloon .....	2	0	2	0	0
C. Service .....	2	0	2	0	0

## BILLIARDS.

In continuation of the first heat of the Billiard Competition in the Seamen's Institute one game only was played on Friday night, the competitors being Sergt. H. Downs, A.P.C., and Mr. E. Moor, H.M.S. *Tamar*. Moor had the best of the game all the way, and won by 65 points.

## RANDOM REFLECTIONS.

## COMPANY MEETING.

## PEAK TRAMWAY CO. LTD.

We have got more than half-way through the month of May and have already experienced a fair share of summer heat, much greater than most of us expected. The summer certainly has not been so kindly as it was last year; but, after all, we have to reckon on high temperatures and moist atmospheres as our portion while living in this part of the world.

And so the "Great Raymond" has lost the action which he defended last week, and the claim by Lieut. Law for the £100 promised by Raymond to any one who liberated himself from a pair of handcuffs without assistance has been upheld by the Tuiine Judge. There seems to be little doubt that the handcuffs were not properly docked, as Raymond thought they were, but all the same the entertainer himself was responsible for this and it is only right that he should accept the consequence of his carelessness. It must be said in his favour that he is a good sport, or he would have taken advantage of the invalidity of the so-called contract in the eyes of the law. As it is, he has paid up £500 and costs like a man.

Most people were surprised to see the black signals hoisted on Wednesday. The middle of May is early indeed for a typhoon warning (and one which showed the storm was fairly near, too,) and it may be regarded as a record. Fortunately the storm did not strike the Colony, though had it struck the land somewhere near us it might have cleared the atmosphere for us a little and broken the spell of unbroken heat. It was remarkable that there was less excitement among the small craft on Wednesday with the black signals showing than has been seen when the red signals went up in former days. It may be that as the wind was blowing from the west the boat people anticipated that they could have a free run before the wind to shelter if the conditions worsened, a confidence which was justified by results, and a course of conduct which happily interfered little with the work on the harbour.

"O, wad some poc'er the giftie gie us  
Tae see oorsels as ithers see us."

The Hongkong Supreme Court had this experience on Tuesday, when a Shanghai barrister, Mr. Drummond, pointed out the great loss of time occasioned in the Court and the protraction of litigation by a shorthand writer not being employed to take the notes of the proceedings.

Some years ago the Court employed a shorthand writer occasionally, and the facilities thus created seemed to be appreciated by Bench and Bar, until the Chief Justice, Sir Francis Piggott, gave a decision in a certain case some six years ago in which he held that the shorthand notes of evidence could not be accepted. On the face of it, it does seem remarkable that Hongkong cannot bring itself up to date in such a matter with the Courts at Home, where shorthand writers have become a necessary equipment. As Mr. Drummond pointed out, it is false economy not to have a shorthand writer, as his salary would be saved over and over by the more ready disposal of cases.

I don't suppose it will occasion much surprise to learn that the Chinese community in Hongkong have prepared a numerously-signed petition with a view to the mitigation of the motor nuisance—perhaps I should say danger—in the streets of the Colony. Our narrow and congested streets are not suitable for this form of traffic, and the regulations which exist for the control of these vehicles should be made more stringent so as to deal with the type of people who indulge in "joy rides." I noticed the other day that a proposal to introduce motor car service on the bunt in Canton was negotiated by the authorities, who were paternal enough to consider the ignorant peasants from the country who might not have sufficient "savvy" to get out of the way of an approaching motor. Still, it seems to me, that is an education which the Chinese people, of town and country, must have very soon. It will be remembered that when the tram cars were introduced in Hongkong quite a number of people had to be knocked down before they realised that it was advantageous to get out of the way of an approaching car. Now they know, when they hear the alarm of the bell, to step out quick and lively.

It will be agreed that the Legislative Council did well on Thursday in passing the Ordinance to control advertising. The disfigurement of our public buildings has become rather frequent of late, and if this is stopped by getting at the men responsible for the issue of the bills we may be saved from much that is at present an eyesore.

This afternoon the members of the Chamber of Commerce are required to elect one of their number to represent them on the Legislative Council on the absence on leave of the Hon. Mr. Hewett. There does not seem to be a great deal of interest felt in this election. Mr. Murray Stewart is regarded as the man for the position, and though I have heard a desire expressed that the Chamber of Commerce should be represented by a merchant, I fancy Mr. Murray Stewart will have no rival in the field. I have heard the names of Mr. Medhurst and Mr. Andrew Forbes mentioned, but both are contemplating a trip home this year and their nomination is therefore out of the question.

RODERICK RANDOM.

## THE HANDCUFF CASE.

## JUDGMENT AGAINST RAYMOND.

The ordinary annual meeting of the Peak Tramway Co. Ltd., was held at the Hongkong Hotel on Saturday morning. Mr. H. Humphreys presided. There were present: Hon. Sir Paul Chater, Hon. Mr. C. H. Ross, Messrs. J. Scott Harston, C. S. Gubbay and Dr. J. W. Noble (directors), J. Wright, Dr. Clark, J. M. Wong, and the secretary (Mr. G. Rupp).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—The report and statement of accounts having been in your hands for the past seven days, I will, with your permission, take them as read. I propose also to take as read the auditor's report. During the year under review, thirteen extra can have been added to the company's time table. We compute the addition to the running expenses caused by these cars at £2,000 per annum. Wages and coal and stores are the principal items affected by the change, but charges and maintenance and repairs are also affected. As a set-off against the foregoing, traffic profits show an advance of £1,158.63, and maintenance and repairs (which were abnormally heavy the previous year, owing to new machinery being required in the engine house) a reduction of £4,570.56. The item "unclaimed dividends," although it appears as such for the first time, formerly figured under the heading of sundry creditors. The extra cars between 8.45 p.m. and 11.30 p.m., whilst meeting a popular demand and establishing an uninterrupted service during those hours, have added a good deal to the running expenses. So far, these cars, which afford an excellent opportunity to residents on the lower levels of taking a trip to the Peak for a breath of fresh air during the hot summer months, have not been very well supported. I have no further remarks to add, but I shall be pleased to answer any questions. There being no questions,

The CHAIRMAN moved the adoption of the report and accounts. The motion was seconded by Mr. WRIGHT, and carried unanimously.

Hon. Sir Paul Chater, Hon. Mr. C. H. Ross, Dr. J. W. Noble, Mr. J. Scott Harston and Mr. C. S. Gubbay were, on the motion of the CHAIRMAN, seconded by Mr. WRIGHT, re-elected directors.

On the motion of Mr. WONG, seconded by Mr. CLARK, Messrs. W. Hutton Potts and A. R. Lowe were re-elected auditors.

The CHAIRMAN—That is all the business, gentlemen, and I thank you for your attendance. Dividend warrants are ready and may be had on application at the office.

## VARIETY ENTERTAINMENT AT THE PEAK.

## FINAL APPEARANCE OF MRS. GORDON.

The concert held at the Palace Theatre, Mt. Austin, on Saturday night, was more than usually noteworthy, as it was the last entertainment to which Mrs. Gordon will lend her services in Hongkong. The function, being as it was in aid of military charities, attracted a more than usually large audience, and the programme was well-chosen and admirably carried out. The first part comprised a number of solos and variety turns. The mental telepathy act by Little Rupert, was very clever, and kept the audience in fits of laughter. The appearance on the stage of Lieut. Law and another officer, however, had the effect of making the audience forget the first turn, and remember only the circumstances connected with Lieut. Law's adventure on the stage of the Theatre Royal. When he and his brother officer proceeded to play a burlesque on the now famous handcuff trick, the audience became convulsed with merriment. Mr. Worcester made a decided hit with a humorous recitation in which the experiences of a provincial mayor are described. His Excellency Mr. Claud Severn was in fine voice, and gave an artistic rendering of "Queen of the Night." Mr. Severn came out in a new rôle when Mrs. Gordon appeared, as His Excellency assisted her with an imitation banjo accompaniment to her encore song. When Mrs. Gordon made her appearance on the stage of Lieut. Law and another officer, however, had the effect of making the audience forget the first turn, and remember only the circumstances connected with Lieut. Law's adventure on the stage of the Theatre Royal. When he and his brother officer proceeded to play a burlesque on the now famous handcuff trick, the audience became convulsed with merriment. Mr. Worcester made a decided hit with a humorous recitation in which the experiences of a provincial mayor are described. 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## THE QUESTION OF BULKHEADS.

## ADVANTAGES OF SUB-DIVISION.

(BY A CORRESPONDENT OF "THE TIMES.")

Now that shipowners are likely more than ever before to consider every possible means whereby loss of life at sea might be avoided, the question of longitudinal bulkheads is certain to be again discussed. I believe it to be the fact that, though the *Titanic* was fitted with transverse bulkheads, there were few, if any, bulkheads parallel to the sides of the ship. Such sub-division is common in the Navy, where the engine-rooms are intended to be protected against projectiles, though it is believed that very few merchant vessels are so fitted. The *Mauritania* and *Lusitania* have both transverse and longitudinal bulkheads; but that, no doubt, is because the Government, having the power to use these vessels in time of war as cruisers, demanded such additional protection. The highest opinion is that in theory vessels with such sub-divisions are extremely well provided against the risk of collision. Thus Sir William White, in his manual of Naval Architecture, writes of their function as follows:—

"An illustration of the usefulness of the wing-passage bulkhead against ramming or collision was afforded in the accidental collision of the *Minotaur* and *Bellerophon*; the outer skin of the *Bellerophon* was broken, and the armour-driven in, but the ship remained on service for some time before the repairs were completed. Again, when the *Hercules* and *Northumberland* came into collision, a very similar advantage resulted from the existence of the wing-passage in the latter ship. In the case of the *Vanguard*, although the vessel was lost, the existence of the inner skin was an immense advantage to the ship, keeping her afloat for 70 minutes after the collision, whereas, had there been no inner skin, the vessel must have sunk in a very few minutes."

One or two factors must, however, be taken into account. The watertight compartments skirting the sides of the ship are used as bunkers; and when a modern vessel is steaming fast there are stokers in every bunker; these men, for their own protection, are in the habit of leaving the watertight doors on the floor of the compartments ajar or open. This is a disadvantage that has to be met and overcome, for in order to secure the full efficiency of the system it is essential that the doors should be closed on the first sign of danger. Also, in the event of the side watertight compartments being filled, the ship naturally lists, and though it may be easier to lower boats from that side of the vessel, it might be impossible to do so from the other. The whole question is a highly technical one and does not permit of dogmatic assertion; but in view of the belief of high authorities that subdivisions of watertight compartments do tend to diminish the risks of disaster, the builders of liners, intended almost solely for passenger service, will no doubt give the subject very careful reconsideration.

CHINESE ENGINEERING COM-  
PANY'S DIFFICULTIES.

## AGREEMENT ARRANGED.

A circular has been issued to the shareholders of the Chinese Engineering and Mining Company stating that the negotiations which have been carried on for some time past with a view to terminating the political and other difficulties relative to the affairs of this Company in China have resulted in certain arrangements which are about to be completed, and which have received the approval of the British and Chinese Governments.

The directors expect shortly to be able to call an extraordinary general meeting to obtain the assent of shareholders to the arrangements in question, which will involve the reconstruction of the company and the question of the distribution of the balance of net profits. In these circumstances, the directors do not consider it advisable to pay an interim dividend as usual on May 1. They consider that the successful conclusion of the negotiations justifies the temporary sacrifice of profits caused by the reduction of prices of coal which has been made for some time past in order to meet the competition which, under the arrangements referred to above, will now be terminated.

The company was registered in 1900 to acquire the undertaking of a Chinese concern, established in 1878, the principal assets of which consisted of three collieries on the Kaiping coalfield, a line of six steamers, wharves, land and offices in various Chinese ports, and the harbour of Ching Wan Tao, in the Gulf of Pechili, at which extensive works have been constructed. The authorized capital is £1,000,000 in shares of £1 each, all of which has been paid up. There are also outstanding £10,000 of 6 per cent. debentures and 6 per cent. second mortgage debentures for £50,000. From 1906-7 to 1909-10 a dividend of 15 per cent. was paid on the shares, and for 1910-11 10 per cent. was distributed.

It may be recalled that at the meeting held in October last the chairman said that the directors, in response to overtures for amalgamation from the Lanchow Mining Company, had expressed their willingness to consider any definite and authoritative proposal on terms which would do justice to the company's interests and which would ensure the efficient management of any company which might be formed for the purpose of effecting an amalgamation. — *The Times*.

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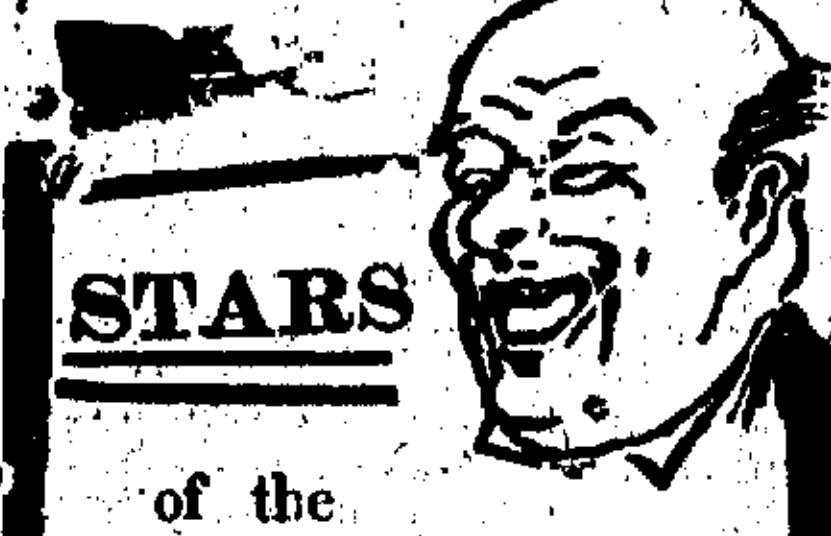
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NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU"

FROM SAN FRANCISCO, HONOLULU  
AND JAPAN PORTS.

THE above-named Steamer having arrived.

Consignees of Cargo by the above-named vessel are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 17th inst., at 5 P.M., will be landed at Consignee's risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, the 23rd inst., afternoon, will be subject to rent and landing charges.

All chaffed and otherwise damaged Cargo to be left on board the Godown, and examination of same to be arranged.

All Claims must be filed on or before THURSDAY, the 30th inst., otherwise they will not be recognized.

S. MORIMOTO,  
Agent.

Hongkong, 14th May, 1912.

[712]

NORDDEUTSCHER LLOYD, BREMEN,  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk late the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godown, whence delivery may be attained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees BEFORE NOON To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chaffed, and damaged Goods are to be left in the Godown, where they will be examined on the 22nd inst., at 9.30 A.M.

All Claims must reach us before the 29th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
General Agents.  
Hongkong, 15th May, 1912.

[55]

NOTICES TO CONSIGNEES

THE P. &amp; O. S. N. Co.'s Steamer

"NORE."

FROM ANTWERP, LONDON, MALTA  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co. Godowns at Kowloon, where each Consignee's risk and expense will be borne.

Cargo remaining undelivered on FRIDAY, the 17th inst., at 5 P.M., will be landed at Consignee's risk and expense and delivery must then be taken from Company's Godown.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignees' and the Company's surveyors, Messrs. GODDARD &amp; DOUGLAS, at 10 A.M. on MONDAY and THURSDAY.

All Claims must be filed on or before THURSDAY, the 30th inst., otherwise they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 16th May, 1912.

[11]

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CHINA	10,200	"	TUESDAY,	3rd July, at 1 P.M.
MANCHURIA	27,000	"	TUESDAY,	16th July, at 1 P.M.
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TJIPANAS...	JAVA	First half of May.	JAPAN	Second half of May.
TJIKINI...	JAVA	Second half of May.	SHANGHAI	Second half of May.
TJIMAH...	SHANGHAI	Second half of May.	JAVA	Second half of May.
TJETAROEM	JAVA	First half of June.	JAPAN	First half of June.
TJIBODAS...	JAVA	First half of June.	SHANGHAI	First half of June.
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PASSED THE CANAL.

April 9th—AKI MARU, AMBRIA, Bayern, DUMBEA, GLENKEK, HYUN, PETEUS, SENICA, SPEZIA, SURIJA, INDIA, 12th April.

BERNARDI, BULOW, BRISSE, SIMONE, MEINAM, YOKO, AFRICA, 16th—Tyo Maru, ANNAM, ATREUS, PROMETHEUS, BADENA, KIRIA, 16th—BENLARDO, DENGBALIURE, MEINZ, NORC, PERA, TOURANE, 2nd.

BENGIO, BENLONDOND, DARDANUS, GLAMORGAN, JASON, PALE, LING, PATRICIA, PELEUS, PREUSSEN, VLADIMIR, 26th.

GOCBEN, JASPER, MISHIMA, MARU, NERA, PRINCE ALICE, AFGHAN PRINCE, SURIJA, MARU, TEENKAIS, ALEXIA, NELEUS, 3rd.

AJAZ, AUSTRALIA, MONMOUTHSHIRE, NUBIA, SIMLA, TANGQUEBAR, 7th—BENLONCH, DERFLINGER, GLENROCKY, INDRASEMA, SAGORIA, TELEMACUS, ARADIA, 16th.

BRIGAVIA, DUMBEA, KAGA MARU, LUTZOW, PETIO, TANGO MARU, THESSALY, AFRICA, INDRAVELI, 14th—GLENROY, SAMBIA, 17th.

ALCINUS, AUSTRIA, IDOMENEUS, POLY-

NEIEN, SILEVIA, SUMATRA, DEN OF GLAMIS, KALOMO.

ARRIVALS AT HOME.

May 17th—KAGA MARU, PEILO, TRAN-

QUEBAR.

## 1912 PASSENGER SEASON 1912

## FOR EUROPE.

STEAMER TONS CAPTAIN FROM HONGKONG

MIYASAKI MARU 9,000 T. Murai May 22nd.

KITANO MARU 9,000 F. E. Cope May 25th.

INABA MARU 7,000 S. Tominaga June, at Daylight.

KAMAKURA MARU 7,000 K. Asakawa June, at 4 P.M.

YOKOHAMA MARU About 1st June, from KOBE.

NIKKO MARU 6,000 S. Tominaga June, at Noon.

HIRANO MARU 7,000 H. Fraser May, at 11 A.M.

KUMANO MARU 6,000 M. Winckler June, at Noon.

MIKE MARU 4,000 F. E. Cope May.

COLOMBO MARU 5,000 S. Wada May.

Fitted with New System of Wireless Telegraphy. Carries Deck-Passengers. Cargo only.

Calling at Keelung.

NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE.

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return Kobe Return Moji Return Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd ... \$81 \$75 \$65 \$57

## SHIPPING

**ARRIVALS.**  
TAKOKU MARU, Japanese str., 2,436,  
Yoshihara, 18th May—Moji 12th May,  
Coal—Mitsui Busan Kaisha.

BOHEMIA, Austrian str., 2,305, G. Bartole,  
19th May—Shanghai 16th May, General—  
Sander, Wieler & Co.

CHILDAR, British str., 18th May—Canton.

HACHING, British str., 1,263, W. C. Pass-  
more, 19th May—Swatow 18th May,

General—Douglas Laprak & Co.

HANOI French str., 1,200, G. Bouquier,  
18th May—Pakhoi 17th May, General—  
A. R. Mart.

HIKOKU MARU, Japanese str., 2,476,  
Yoshihara, 18th May—Moji 12th May,  
Coal—Moji 12th May, Coal—Mitsui

Busan Kaisha.

ITOLA, British str., 3,402, W. W. Tucker,  
18th May—Saigon 3rd May, General—  
Jardine, Matheson & Co.

JOHANNE, German str., 954, H. Ipland,  
18th May—Haiphong 13th May, Rice  
and General—Johsen & Co.

KAIKO MARU, Japanese str., 1,200, Y.  
Yamamoto, 18th May—Swatow 17th

May, General—Order.

KWONG ENG, German str., 1,050, E.  
Klimmt, 17th May—Bangkok 11th  
May, Rice—Metchers & Co.

LINAN, British str., 18th May—Canton.

SIKANG, French str., 615, E. de Catalano,  
19th May—Haiphong 16th May, Gen-  
eral—Messageries Maritimes.

SINGAN, British str., 1,017, F. Jamison,  
18th May—Haiphong 17th May, Gen-  
eral—Butterfield & Swire.

TJIPANAS, Dutch str., 244, J. P. Schollin,  
18th May—Batavia 18th May, Sugar  
and General—Java-China-Japan  
Lijn.

## DEPARTURES.

May 16th.

ARABIAN, German str., for Colombo.

BORNEO, German str., for Sandakan.

COLENZ, German str., for Sydney.

DRUELL, Norwegian str., for Bangkok.

FOOKSANG, British str., for Shanghai.

KAIFUEN MARU, Jap. str., for Ocean Is.

KEONGWA, British str., for Bangkok.

MATAPPO, British str., for New York.

PELEUS, British str., for Hankow.

YUENSANG, British str., for Manila.

YUSHUN, Chinese str., for Shanghai.

May 19th.

CHUNSONG, British str., for Hongay.

DAIGI MARU, Japanese str., for Tamsui.

HUCHOW, British str., for Tientsin.

KELUM, British str., for Manila.

KWANGSONG, British str., for Shanghai.

LINAN, British str., for Shanghai.

MACHEW, British str., for Singapore.

RAJAH, German str., for Wakamatsu.

SHANTUNG, British str., for Wakamatsu.

YANGTZE, British str., for Singapore.

## SHIPPING REPORT.

The British str. *Hawking* reported:  
Had moderate variable winds and over-  
cast clear weather.

## PASSENGERS.

ARRIVED.  
Per *Hawking*, from Swatow, Mr. A.  
Rodger, Mrs. Jackson, Mr. Munton, Mrs.  
Page and children and Dr. Lester.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The T. K. K. str. *Tenyo Maru* sailed from  
Yokohama on the 12th inst. for Hongkong and  
is expected to arrive at this port on the 25th  
instant.

The P. M. str. *Persia* left San Francisco  
on the 4th May, for Hongkong, via Honolulu,  
Yokohama, Kobe, Nagasaki, Nagasaki  
and Shanghai, and is due to arrive  
at this port on the 1st June.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left  
Sydney on the 4th May, at 11 a.m., and  
may be expected here on or about the  
27th May.

The E. & A. str. *Empire* left Sydney on  
the 9th May, for this port (via Queensland  
Ports, Port Darwin and Manila).

The E. & A. str. *Alderman* left Sydney on  
the 11th May, for this port (via  
Queensland Ports, Port Darwin and  
Manila).

## THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Van-  
couver, B.C. for Hongkong (via usual  
port of call) on the 2nd May, a.m.

## THE FRENCH MAIL.

The M.M. str. *Nera* is expected to  
arrive here on the 20th May, at 6 a.m.,  
with the French mail of the 21st April,  
and mails from London of the 20th April,  
leaving most likely for Shanghai, Kobe  
and Yokohama on the same evening.

## THE MERCHANTS STEAMER.

The T. K. K. str. *Hongkong Maru* sailed  
from Yokohama on the 8th inst. for Hongkong  
and is expected to arrive at this port on the 21st  
May.

## THE "Ben" LINE.

The "Ben" Line str. *Beularig* from  
Middlesbrough, Leith and London left  
Singapore on the 17th May, for this port.

## THE "Ben" LINE.

The "Ben" Line str. *Beavorlied*, from  
Leith and London, left Singapore on the  
8th May, for this port.

## THE "Mogul" LINE.

The "Mogul" Line str. *Lothian* left  
United Kingdom on the 13th ult. for  
Hongkong via the Straits.

THE str. *Ceylon*.

left Suez on the 22nd April, and is expected to arrive here on  
or about the 26th May.

## INDO-CHINA STEAM NAVIGATION CO. LTD.

*Kumano*, from Shimoneseki, is due in  
Hongkong 20th May.

## Larsang.

from Singapore, is due in  
Hongkong 20th May.

## Loekang.

from Chefoo, is due in Hong-  
kong 21st May.

## Chayang.

from Shanghai, is due in  
Hongkong 20th May.

## SHIRE LINE.

*Monmouthshire*, from London, is due in  
Hongkong 3rd June.

## BRITISH INDIA STEAM NAVIGATION CO. LTD.

The str. *Muttra* is due here on the 26th  
from Japan, and leaves on the 29th for  
Rangoon via the Straits.

The str. *Indravati*

passed the Suez  
Canal on the 10th May, and is due here  
on or about 6th June.

The T. K. K. str. *Kiyo Maru* sailed from

Valparaiso, Chile, on the 8th inst. for Hong-  
kong and is expected here on the 23rd July.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & RIG	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & CO., LTD.	To-day.
LONDON, VIA USUAL PORTS OF CALL	DEVANNA	Brit. str.	—	W. E. Hickox	P. & O. S. N. CO.	On 25th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	BONKO	Brit. str.	—	W. H. E. Hall	P. & O. S. N. CO.	About 29th inst.
LONDON & ANTWERP	GLENSTRAE	Brit. str.	—	Jas. McGillivray	SHAWAN TOMES & CO.	On 5th June.
ROTTERDAM, HAMBURG & ANTWERP	ARCADIA	Gen. str.	E. W.	Licensing	HAMBURG-AMERIKA LINIE	On 22nd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SCANDIA	Gen. str.	E. W.	Brahmer	HAMBURG-AMERIKA LINIE	On 18th June.
HAVEE, REEMEN & HAMBURG &c.	MIYAKA MARU	Jan. str.	E. W.	Knissel	NIPPON YUSEN KAISHA	On 22nd inst. at D'light.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	SITHONIA	Gen. str.	E. W.	T. Murai	HAMBURG-AMERIKA LINIE	On 1st June.
MARSEILLE, LONDON & ANTWERP	ANDALUCIA	Gen. str.	E. W.	Kotata	HAMBURG-AMERIKA LINIE	On 13th June.
MARSEILLE, LONDON & ANTWERP	LIBERIA	Gen. str.	E. W.	Metzenthin	HAMBURG-AMERIKA LINIE	On 27th June.
MARSEILLE, LONDON & ANTWERP	INABA MARU	Jap. str.	—	S. Tomisaga	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MARSEILLE, LONDON & ANTWERP	MEXICO MARU	Jap. str.	—	W. Davison	TOYO KAISHA KAISHA	On 28th inst. at 1 P.M.
MARSEILLE, LONDON & ANTWERP	VICTORIA, B.C. & TACOMA	Jap. str.	—	W. E. Pilmer	OSAKA SHOSEN KAISHA	On 13th June, at 1 P.M.
MARSEILLE, LONDON & ANTWERP	VICTORIA, B.C. & TACOMA VIA SHANGHAI &c.	Jap. str.	—	W. E. Pilmer	OSAKA SHOSEN KAISHA	On 29th inst. at Noon.
MARSEILLE, LONDON & ANTWERP	CHICAGO MARU	Gen. str.	—	W. E. Pilmer	MELCHERS & CO.	On 1st June.
MARSEILLE, LONDON & ANTWERP	BURTON	Am. str.	—	W. E. Pilmer	SANDER, WILMER & CO.	About 25th inst.
MARSEILLE, LONDON & ANTWERP	E. F. FERDINAND	Brit. str.	—	W. E. Pilmer	DOWELL & CO., LTD.	About 6th June.
MUNCASTER CASTLES	MONTEAGLE	Am. str.	2 m.	W. E. Pilmer	SHIENAN, TOMES & CO.	On 1st June, at 6 P.M.
MUNCASTER CASTLES	WALTON HALL	Am. str.	2 m.	W. E. Pilmer	CANADIAN PACIFIC R. CO.	On 22nd June, at 6 P.M.
MUNCASTER CASTLES	MONTEAGLE	Brit. str.	—	W. E. Pilmer	THE BAN LINE LIMITED	On 27th June.
MUNCASTER CASTLES	EMPERESS OF INDIA	Brit. str.	—	W. E. Pilmer	PACIFIC MAIL S.S. CO.	To-morrow, at 1 P.M.
MUNCASTER CASTLES	OCEANO	Brit. str.	—	W. E. Pilmer	PACIFIC MAIL S.S. CO.	On 11th June, at 1 P.M.
MUNCASTER CASTLES	MONGOLIA	Am. str.	—	W. E. Pilmer	GERB, LIVINGSTON & CO.	On 27th inst.
MUNCASTER CASTLES	NIPPON MARU	Jap. str.	—	W. E. Pilmer	NIPPON YUSEN KAISHA	On 7th June, at Noon.
MUNCASTER CASTLES	PRESIA	Am. str.	—	W. E. Pilmer	JARDINE, MATHESON & CO., LTD.	18-day, at Noon.
MUNCASTER CASTLES	EASTERN	Brit. str.	—	W. E. Pilmer	JARDINE, MATHESON & CO., LTD.	About 30th inst.
MUNCASTER CASTLES	NIKKO MARU	Jap. str.	—	W. E. Pilmer	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at Noon.
MUNCASTER CASTLES	ITOLA	Brit. str.	—	W. E. Pilmer	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at 11 A.M.
MUNCASTER CASTLES	PERSEA	Am. str.	—	W. E. Pilmer	JARDINE, MATHESON & CO., LTD.	On 25th inst., at Noon.
MUNCASTER CASTLES	TSIENTSIN	Brit. str.	—	W. E. Pilmer	JARDINE, MATHESON & CO., LTD.	On 28th inst.
MUNCASTER CASTLES	TSINGTAO & NEWCHWANG	Brit. str.	—	W. E. Pilmer	JARDINE, MATHESON & CO., LTD.	On 5th June, at Noon.
MUNCASTER CASTLES	SHANGHAI, MOJI & KOJI	Brit. str.	—	W. E. Pilmer	MELCHERS & CO.	Quick despatch.

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ DELTA Capt. E. P. Martin R.N.E. } About 23rd May.	{ Freight and Passage. }	
LONDON VIA USUAL PORTS OF CALL	{ PEYANHA Capt. W. R. Hickey. } Noon. 25th May.	{ See Special Advertisement }	
LONDON AND ANTWERP VIA SINGAPORE, PEKING, COLOMBO, PORT SAID AND MARSEILLES	BORNEO Capt. W. H. S. Hall. About 29th May.	{ Freight and Passage. }	
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SIMLA Capt. C. D. Goldsmith R.N.E. About 30th May.	{ Freight and Passage. }	

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent

Hongkong, 18th May, 1912.

**CHINA NAVIGATION CO., LTD.**

**SAILINGS SUBJECT TO ALTERATION**

FOR	STEAMERS	TO SAIL
TSINGTAU & NEWCHWANG	"KIU KIANG"	On 20th May, 4 P.M.
MANILA, ILOILO and CEBU	"TAMING"	On 21st May, 4 P.M.
HATPHONG	"SINGAN"	On 22nd May, 9 A.M.
SHANGHAI	"CHINHUA"	On 23rd May, 4 P.M.
SHANGHAI	"ANHUI"	On 25th May, 4 P.M.
WEIHAIWEI & TIENSIN	"KUEICHOW"	On 27th May, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

**SHANGHAI LINE**—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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**THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.**

**MAIL SERVICE TO AUSTRALIA.**

**MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).**

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	On 31st May.	On 25th May.
EMPIRE	On 28th June.	On 22nd June.
ST. ALBANS		On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & CO.,  
AGENTS.

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**DOUGLAS STEAMSHIP CO., LTD.**

**HONGKONG-SOUTH CHINA COAST PORTS**

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

EOB

**SWATOW, AMOY AND FOOCHOW  
AND RETURN.**

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 21st May, at 11 A.M.
"HAITAN" ...	Capt. J. S. Roach ...	FRIDAY, 24th May, at 11 A.M.
"HAIYANG" ...	Capt. J. W. Evans ...	TUESDAY, 28th May, at 11 A.M.

**FOR SWATOW AND RETURN.**

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WED'DAY, 22nd May, at 11 A.M. Steamers will arrive and depart from the Company's Wharf (near Blake Pier).

During the month of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,  
GENERAL MANAGERS.

Hongkong, 20th May, 1912.

**HAMBURG-AMERIKA LINIE.**  
IN CONJUNCTION WITH  
DEUTSCHE DAMPF SCHIFFAHRS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

**NEXT SAILINGS FROM HONGKONG:**

**OUTWARD.**

**HOMEWARD.**

FOR SHANGHAI, KORE & YOKOHAMA:

FOR ROTTERDAM, HAMBURG & ANTWERP:  
S.S. ARCADIA ... 28th May.

FOR MARESILLES, HAVER & HAMBURG:  
S.S. ITHONIA ... 1st June.

FOR HAVER, BREMEN & HAMBURG: ... 5th June.

FOR MARESILLES, HAMBURG & ANTWERP:  
S.S. ANDALUSIA ... 13th June.

FOR ROTTERDAM, HAMBURG & ANTWERP:  
S.S. BAYERN ... 18th June.

FOR MARESILLES, HAVER & HAMBURG:  
S.S. LIBERIA ... 27th June.

FOR Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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**TOYO KISEN KAISHA.**

**IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.**

**SAN FRANCISCO LINE.**

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINYO MARU AND  
TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

**"NIPPON MARU."**

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATES OF SAILING.
NIPPON MARU	W. E. Fisher	TUESDAY, 28th May, NOON.
TENYO MARU	E. Bent	TUESDAY, 4th June, 11 NOON.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, 11 NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, 11 NOON.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 28th May, at Noon.

**SOUTH AMERICA LINE.**

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATES OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., 11 Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., 11 Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
247) King's Building (Opposite Blake Pier).

**EST ASIATIQUE FRANCAIS**

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

**TONKIN**

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

**KWANG CHOW, WANG AND HAIPHONG.**

on WEDNESDAY, the 22nd May, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. CO.'S AGENT.

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**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

**TRANS-PACIFIC SERVICE.**

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

